



MEMORANDUM FOR RECORD

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Air Safety Investigator
Eastern Region Aviation

March 2, 2021

Subject: NTSB investigation ERA21LA134, N84HA, Cessna 421, St, Marys, Pennsylvania, February 22, 2021. Record of conversation with FAA Inspector Brad Cossin of the Allegheny/Pittsburg, Pennsylvania Flight Standards District Office

Mr. Cossin provided the following information on February 24, 2021, via telephone:

The pilot reported that there were no anomalies or malfunctions with the airplane, which had recently had an annual inspection.

The Part 91 Instrument Flight Rules flight was from Bridgeport, Connecticut (BDR) to St. Marys Municipal Airport (MYO). The pilot listened to the automated weather observing system (AWOS) at MYO, and though he heard the visibility reported at 1.5 miles. The recorded AWOS data at 1135 (about 10 minutes prior to the accident) indicated the visibility was ½ mile in light snow. The pilot activated the pilot-controlled lighting at the airport prior to performing the RNAV (GPS) Approach to Runway 28, which required a visibility minimum of 1 mile. The approach lights were visible; however, the runway lights and runway end identifier lights were covered with snow. The runway had previously been plowed, 4-5 ft snowbanks were present on the sides of the runway, and there were about 3-4 inches of snow covering the runway. There were no field conditions reported in the currently published Notices to Airmen (NOTAMS) for the airport.

The airplane touched down in the snowbank on the left edge of the runway, travelled about 250 ft and then spun around about 180° and came to rest on the left edge of runway 28, oriented about 130° magnetic. "Ground" scars in the snow to the left of the runway edge, beginning about 1,000 ft from the approach end of runway 28. The marks were about 250 ft long. One mark consistent with the fuselage began about 6 ft to the left of the left runway edge, in an estimated 3-4 ft tall snowbank that remained from plowing of the runway. A parallel mark consistent with landing gear was found to the left of the fuselage mark. Both marks tracked back to the right, toward the left edge of the runway as they progressed along the path. Photographs of the airplane prior to it being moved showed it at the end of the snow marks, oriented about 130° magnetic (rotated about 210° from the runway 28 heading). At the time of the accident, the runway was covered in snow estimated to be about 3-4 inches deep. The runway edge lights, and runway end identifier lights were beneath the snow.

The pilot sustained minor injuries; the 2 passengers were uninjured.

The airplane sustained substantial damage to the underside of the forward fuselage, the floor area near the forward pressure bulkhead (and bending/displacement of the bulkhead itself), and the left wing was bent upward at the root.

On March 2, 2021, Mr. Cossin provided the following additional information via telephone:

The airplane's Hobbs meter read 4213.3

The airplane is owned by a lumber company, the pilot had been flying for that company for about 2 years.

The airport manager on duty at the time was relatively new to his position and had not yet received the necessary training/authorization to issue NOTAMS.

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